

# **BLOOMINGTON TRAFFIC COMMISSION**

## **AGENDA**

FOR

February 25, 2004  
CITY HALL AT SHOWERS  
401 NORTH MORTON STREET  
BLOOMINGTON, IN 47404

5:30 P.M. – CITY COUNCIL CHAMBERS

- I. ROLL CALL
- II. APPROVAL OF MINUTES (November 19, 2003)
- III. APPROVAL OF MINUTES (January 28, 2004)
- IV. REPORTS AND ANNOUNCEMENTS
- V. OLD BUSINESS

A. Atwater Avenue and Henderson Street Signalization Update

The Engineering Department was asked to provide an update as to the status of the Atwater Avenue and Henderson Street Intersection.

VI. NEW BUSINESS

A. Multi-Way Stop at Euclid Avenue and Howe Street

Brenda McNellan requested a four-way stop for the intersection of Euclid Avenue and Howe Street.

B. Request For Parking Restrictions On One Side of Hawthorne Drive

Simone B. Robbins request for parking along one side of the 1100 Block of South Hawthorne Drive.

C. Request for No Parking Along Morningside Drive and Lexington Drive.

Marc Presti request for no parking along Morningside Drive and Lexington Drive in Park Ridge West Addition.

D. Jack Davis Request for Removal of Handicapped Spaces in 500 Block of North Morton Street.

Jack Davis request for removal of Handicapped Parking in 500 Block of North Morton Street due to business relocation.

**BLOOMINGTON TRAFFIC COMMISSION  
MINUTES OF THE MEETING  
NOVEMBER 19, 2003**

**I. ROLL CALL**

- A. Members Present: Buff Brown, Jack Davis, Nancy Harms, Bill Hayden, Jim Rosenbarger, Sid Smith, Russell White, Randy Williamson
- B. Staff Present: Justin Wykoff, Denise Henderson

**II. APPROVAL OF MINUTES**

Harms motioned to approve the minutes of the October 22, 2003 meeting. Hayden seconded the motion. Vote 7-0-0. NOTE: Brown arrived after roll call and approval of minutes.

**III. REPORTS AND ANNOUNCEMENTS**

There were none at this time.

**IV. OLD BUSINESS**

There was none at this time.

**V. NEW BUSINESS**

- A. Brenda Lane from Henderson Street to Stull Avenue – A request from Templeton School to make the street one-way eastbound

Wykoff stated that Cathy Diersing, the principal for Templeton School, to allow the school busses to get through and safety concerns for the students, brought this request to the Commission. The street width ranges from 22'1" to 37'.

Wykoff reported that the traffic counts for the area indicated that 62 ½% of the cars are going eastbound and 37 ½% are going westbound. Public notices were sent out to the residents in the area with the Engineering Department only receiving an e-mail (available in Engineering Department) from Jim Opiat, Neighborhood Association president, stating that the neighborhood was in favor of the request. Wykoff stated that the Engineering Department supports the request to make Brenda Lane one-way eastbound from Henderson to Stull.

Wykoff did not feel that parking was an issue at this time. Hayden stated that the main problem seemed to be when school let out and could the one-way restriction be for an hour at a time. Wykoff stated that this would cause a problem with signage and can cause confusion for drivers as well as pedestrians. Rosenbarger questioned on whether there could be temporary signage installed. Hayden stated

that the residents on Fess Avenue are concerned about the street becoming a thoroughfare if Brenda is made one-way. Wykoff stated that the volume of cars on the street is not that great and that the change would not have that big of an effect. Brown stated that he is concerned that the change would put more traffic on Henderson Street. Wykoff stated that there is more than one route for vehicles to detour. Hayden questioned on whether the change could be done on a trial basis to see how it would work. Wykoff commented that it could be done but it could be more of a hassle. Hayden stated that he is concerned with causing a nuisance for 23 hours when the problem seems to be only for one hour a day while school is in session.

Bob Fleetwood, 613 & 615 E. Brenda Lane: He stated that most of the problems with vehicles becoming grid locked could be taken care of if people would use the parking lot in the back of the school. He would be in favor of the one-way request but that there is a concrete curb in front of his duplex that would need to be taken care of or people would be stepping out into his yard. Fleetwood felt that there should be some type of walkway installed.

Brenda, 1402 S. Stull Avenue: She feels that the one-way would be a big inconvenience for residents, especially her. She would be in favor of the one way restriction but only during certain times. The school may look at letting the children who ride busses out 15 minutes earlier than those who are picked up by their parents. She feels that one of the main problems is with cars parking on both the north and south sides of the street on the 90 degree turn in front of her home. If the parking was eliminated on either side of the street, this would allow for the busses to get through easier.

Anne Defelice, 1207 S. Fess Avenue: She lives in the neighborhood and is a teacher at Templeton School. The problem with the grid lock of vehicles is in both the morning and evening. The school has looked at the problem and tried to find a solution internally but have found none. This is why the school contacted the Engineering Department.

Brown is concerned with people having to exit the two existing parking lots and having to go down Fess or around the school causing more problems. Brown questioned on how the neighborhood would feel about having Brenda Lane two way from Henderson to Fess then becoming one-way from Fess to Stull Avenue. Defelice stated that the one school parking lot only accommodates 8-10 spaces and that the turn around is very difficult because there are dumpsters. The other lot is for the teachers; therefore, there should not be any problems. Defelice stated that there needed to be a continuous pattern because the area becomes very grid locked.

Ron Smith, 1229 S. Fess Avenue: He is not in support of the request. Smith stated that the one-way change would block off three streets for residents to travel south. This would force people to go to the intersection of Park Street and

Hillside Drive. This intersection has a dangerous visibility problem due to the hill. Smith stated that this is also an inconvenience for delivery trucks, Sanitation trucks and City snow plows. Smith thought that the problem for the busses is when they turn off of Henderson Street onto Brenda Lane. This problem could be solved with the City removing parking to at least 75' back from Henderson Street on the north side of Brenda Lane. The curb on the southeast corner also needs to be repaired. Brown questioned on whether Smith would be opposed with the one-way restriction starting at Fess instead of Henderson Street. Smith stated that it would not be a problem for him but it could be for the other residents. Fleetwood stated that he would not be in favor of the parking restriction on the north side of Brenda Lane because this would be in front of his duplex and they need the on street parking.

Rosenbarger stated that he is concerned about making this restriction permanent but could the City possibly do a "Do Not Enter" sign with certain hour restrictions. The sign could be placed south on Stull Avenue. Williamson questioned on whether a notice could be sent home with the students for the parents indicating this change. Defelice stated that they have sent notices home before with the children but to no avail. They have been working on this project for three years. Hayden questioned on what route the busses take. Defelice stated that the busses go eastbound on Brenda and exit out onto Stull or Wilson. Brenda stated that she would be in favor of the do not enter restriction between the hours of 7:00 a.m. to 4:00 p.m. but she still feels that there needs to be something done with the parking problem. Hayden motioned to recommend the approval of a "Do Not Enter – During School Hours" sign being placed south of the parking lot on Stull Avenue. Rosenbarger seconded the motion. Vote 6-2-0 (Davis and White opposed). NOTE: Wykoff stated he would need to check with City Legal Department to see if this type of sign could be used. By stating the do not enter, you are technically making the street one-way. He would report back to the Commission if the sign were feasible.

#### B. Hillsdale Drive and Fifth Street – request for a multi-way stop

Wykoff stated that this intersection was brought before the Commission at the last meeting to change the yield signs on Fifth Street to stop signs. At that time, it was requested that the City look at making this a multi-way stop. Wykoff stated that the intersection is wide open and the visibility is good. The traffic counts as well as the accident counts do not warrant a multi-way stop. The 85<sup>th</sup> percentile speed on Hillsdale Drive for northbound was 37 MPH and southbound was 35 MPH. There were a total of six accidents in a twelve month period. There needs to be a total of five for the warrant to be met. Wykoff stated that you have to look at the accidents to determine which ones could have been corrected by a multi-way stop. Upon looking at these, there were a total of three. Wykoff stated that the main problem is the speed of the vehicles coming down the hill. At the last meeting, traffic calming was suggested. Wykoff stated that he would like to see how the change of the yield signs to stop signs effect this area. He would also



like to add "Cross Traffic Does Not Stop" signs under the new stop signs. Wykoff stated that he feels that traffic calming would work best in this area because traffic will more than likely increase when the work on the Bypass starts. Wykoff stated that at this time the Engineering Department is not in favor of a multi-way stop but would have the neighborhood go forward with traffic calming. Hayden motioned to recommend the approval of the City going ahead and installing a chicane. He does not feel that the burden should be put on the neighborhood to go through the traffic calming process because it is too lengthy but that the City should install the chicane and take care of the speeding problem. Hayden stated that the traffic calming process could take up to two years and that this is too long. Rosenbarger stated that the traffic calming process is lengthy but worthwhile. Smith called for a second to Hayden's motion. There was none, therefore, this motion did not go forward.

Evelyn Butler: She stated that there had been another accident since the last meeting and that she was in favor of the multi-way stop request. She was not surprised with the speed numbers. Butler stated that people use this street as a thoroughfare from Third Street to the By-pass. She is not so much in favor of traffic calming but people may also run stop signs if they are installed. She is concerned that traffic will be increasing in this area when the work on the By-pass begins.

Kathy Peters: She lives on the northeast corner and was concerned with why some accidents did not count towards the warrants. Peters stated that there are no stop signs on Hillsdale Drive from just north of Tenth Street to Third Street. She felt that changing the existing yield signs on Fifth Street to stop signs will help but that the drivers on Hillsdale Drive are going too fast. Peters stated that if the traffic calming installation is a long process what can be done in the meantime to help slow down traffic.

Myrtle Peach: She lives on Overhill Drive and came before the Traffic Commission in the 1980's with a request for a multi-way stop at this intersection. At that time, the counts were not warranted. She feels that there are more rentals in the area and the traffic has increased. Peach stated that if traffic calming is installed on Hillsdale this will cause traffic to move over to Overhill Drive causing problems there.

Marian Hoffa: She lives on the southeast corner and stated that there have been two more accidents since the last meeting. Drivers are speeding on Hillsdale Drive. Hoffa stated that some neighbors are in favor of the traffic calming because they feel that there will be difficulties with the stop signs in the snow. She stated that the majority of the traffic now is from IU but when the By-pass work starts there will be a big increase.

Rosenbarger motioned to recommend that the neighborhood apply for traffic calming but that the City expedite their request quickly due to the nature of the

vehicles speeding. Hayden seconded the motion. Vote 5-0-2 (White and Williamson opposed).

## VII. DISCUSSION

Smith handed out an article that discussed changing speed limits to 25 MPH. He thought that more and more cities are looking at type of request and that this item should be on the agenda for a later meeting. Rosenbarger stated that he would like to have the accident reports and traffic analysis in the monthly packets. Wykoff stated that the Engineering Department is looking at the intersection of Dodds and Lincoln Streets. The department has received several requests for a multi-way stop but the warrants are not met. The City is looking at putting "Cross Traffic Does Not Stop" signs up and installing bump outs to improve the visibility problem. The Engineering Department is continuing to look at this intersection and Wykoff will report back to the Commission.

## VIII. ADJOURNMENT

The meeting adjourned at 7:10 p.m. The next meeting is scheduled for January 28, 2004. The Commission voted not to have a December meeting due to the holidays.

**BLOOMINGTON TRAFFIC COMMISSION  
MINUTES OF THE MEETING  
JANUARY 28, 2004**

**I. ROLL CALL**

A. Members Present: Buff Brown, Jack Davis, Nancy Harms, Bill Hayden, Jim Rosenbarger, Sid Smith, Russell White, Randy Williamson

B. Members Absent: Mike Avila

C. Staff Present: Justin Wykoff, Denise Henderson

**II. APPROVAL OF MINUTES**

Wykoff stated that the minutes from the November 2003 meeting had not been sent with the electronic packets and would be available for approval in the February packets. Smith stated that they could go ahead and approve the minutes without review since there have not been any corrections in the past four years. The Commission voted 6-0-0 to approve the minutes of the November 19, 2003 meeting. (Note: Brown came in after roll call and approval of minutes. Hayden came in after approval of minutes).

**III. REPORTS AND ANNOUNCEMENTS**

Smith stated that he would like to congratulate Denise Henderson on the birth of her son. Randy Williamson stated that he was stepping down from his position on the Commission and that Jeff Canada would be taking his place. Smith questioned on whether the packets could go back to the old format in which they were mailed. He thought that the electronic files were too big. Harms stated that some of the information was valuable but that the photos might be too much. Brown stated that he thought that the information was valuable.

**IV. OLD BUSINESS**

**A. Atwater Avenue and Henderson Street Signalization Update**

Wykoff presented the new Director of Public Works, Julio Alonso, to the Commission. Alonso stated that he would like to come back before the Commission at a later date with a more detailed update. He would like to look at the information from the past meetings, right-of-way issues, as well as cost for a traffic signal. Rosenbarger stated that this intersection is more of a pedestrian issue and that the signal should be pedestrian activated. Rosenbarger stated that if the signal is vehicle activated that this would attract more traffic on Henderson Street which will go against what the public is requesting. Alonso stated that he

would like to look at what has been suggested in the past, what has been tried and has not worked. A signal would impede the East/West traffic on Atwater. Brown stated that the City should talk to Bloomington Transit in regards to possible bus routes alternatives.

## V. NEW BUSINESS

### A. 15 Minute Parking Spaces (400 Block of North Walnut Street) – Request by Jeff Delaplane

Wykoff stated that the original request was for 15 minute spaces but that due to enforcement the Engineering Department is requesting that the spaces be 30 minute. Davis agreed in that 30 minutes spaces would be better in regards to enforcement. Davis also stated that the parking problem would only get worse when the apartments are done. Delaplane stated that he has an insurance business with three apartment units above and that he did not know if 15 minute or 30 minute spaces would be better. Delaplane was concerned with having 30 minute spaces in regards to the restaurant to the north of his building. The restaurant customers could park in the 30 minute space and stay longer than that. Davis stated that if the space is 30 minute it would be enforced by the Parking Enforcement Department. Brown questioned on whether there needed to be two spaces designated as 30 minute or if one space would be sufficient. Delaplane stated that he had made the original request for two spaces expecting to only get one. Davis stated that the parking restriction would be from 8:00 a.m. – 5:00 p.m., Monday thru Friday. Williamson stated that he would be in favor of one 30 minute space. Hayden stated that the 2 hour parking restriction has been a concern in the downtown area for some time. Hayden feels that there should be a certain number of 30 minute spaces per each block in the downtown area. He is in favor of either one or two spaces. Williamson motioned to recommend the approval of one 30 minute space in front of 425 N. Walnut Street. The parking restriction would be Monday thru Friday, 8:00 a.m. – 5:00 p.m. Harms seconded the motion. Vote 8-0-0.

### B. Multi-way Stop Request at Blair Avenue and 11<sup>th</sup> Street - Request by Hele Rose

Wykoff stated that the request was made by Rose who is a 7<sup>th</sup> grader at Tri-North School. There is parking currently allowed on the West side of Blair Avenue and the North side of 11<sup>th</sup> Street. Wykoff stated that there have not been any accidents at this intersection within the past four years and that the volume counts are not met. Hayden questioned whether the multi-way stop at Maple Street and 11<sup>th</sup> Street meets the warrants. Wykoff stated that it probably does not but that the signs have been in place for several years. Rosenbarger stated that the Bloomington Police Department needed to look at the speeds on 11<sup>th</sup> Street since the 85<sup>th</sup> percentile speed is 38 MPH. Wykoff stated that the Engineering Department could put the radar board out along this street. The speed board

makes drivers aware of the speed they are traveling. White motioned to recommend the denial of the request for a multi-way stop at the intersection of Blair Avenue and 11<sup>th</sup> Street. Williamson seconded the motion. Vote 6-0-1 (Hayden abstained). (NOTE: Brown left the meeting early and was not present for this vote).

C. 2 Hour Parking Limit (9<sup>th</sup> Street between College Avenue & Walnut Street) – Request by Riette Smith

Wykoff stated the downtown area has been adopting more 2 hour parking to promote turnover. This area recently went before the Commission to switch the parking from the South side of 9<sup>th</sup> Street to the North side. This allowed for the addition of one more parking space. Davis stated that he agreed that this area has become a problem with there not being a time restriction on the parking but that the entire area will need to be looked at due to the apartment buildings going up. Davis questioned on whether it was better to wait and look at the entire area after the apartments are completed. Rosenbarger stated that if this portion of 9<sup>th</sup> Street is made 2-hour parking now that it could be changed when the entire area is looked at. Jeff Delaplane stated that he has a business with apartments above at the corner of 9<sup>th</sup> Street and Walnut Street. The parking restriction would be a hardship for his tenants because they do not have off street parking but the turnover of parking would be a benefit for his business. Delaplane stated that he is looking into leasing parking spaces for his tenants and building the cost into the rent. Williamson motioned to approve the request that the parking on 9<sup>th</sup> Street between College Avenue and Walnut Street be “2 Hour”. Smith seconded the motion. Vote 7-0-0. (Brown left the meeting early and was not present for this vote).

D. Multi-way Stop Request (Intersection of 8<sup>th</sup> Street and Fairview Street) – Request by Jeff Gold

Wykoff stated that the Engineering Department sent out public notices to the neighborhood. The request is to change the existing 2-way stop to 4-way. Wykoff stated that traffic counts were performed and the numbers did not meet the warrants. There was two accidents since 1998 (1 in 1998 and 1 in 2002), therefore, this warrant was not met. Wykoff stated that to improve the intersection the Engineering Department could look at the sight distance. There is a problem with parked cars and vegetation when drivers are going Southbound on Fairview Street looking West on 8<sup>th</sup> Street. Brown stated that it seemed that the justification for Gold’s request was a problem with the hill before you reach Fairview Street and that there is possibly a problem with cars speeding. Brown stated that since this intersection is near the school that this is a high pedestrian area and that a pedestrian count would be nice to have. Williamson stated that he grew up in this area and that he has never known there to be a problem. There is a crossing guard during the peak period for pedestrians (Fairview school children). Williamson stated that he does not see a problem at this intersection, that the

street is very narrow and that the warrants are not met for the multi-way stop. Rosenbarger stated that you have to look at the speeds. The street is narrow and the parked cars help to slow down traffic. Those traveling on Fairview Street have to stop behind the stop bar and then proceed very cautiously through the intersection. Rosenbarger stated that the felt that the removal of parking would only encourage speeding. Davis stated that the Parking Enforcement Department has a crossing guard at this intersection and he has not had complaints about speeding or the intersection being a problem. Hayden questioned on whether there could be a bump out installed on Fairview allowing drivers to proceed further out into the intersection.

Resident of 702 W. 8<sup>th</sup> Street: She has lived in this area for five years and is in favor of the request for the multi-way stop. The main problem is when IU is in session and the cars are parked to the intersection causing a visibility problem. The speed limit should be lowered to 25 MPH to try to slow down traffic.

Robert Conner-319 N. Fairview Street: He has lived in this area for 20 years and does not see a problem with visibility at this intersection. He feels that the crossing guard helps with the children crossing the street. Conner feels that the problem in this area is people speeding. He doesn't know what the solution is and does not know if the multi-way stop would help but that the speeding problem needs to be addressed.

Kay – 319 N. Fairview Street: She feels that the problem is with people speeding and would like to see the police out in the area. She questioned on whether traffic calming could be looked at since there are other streets in the neighborhood where calming devices were installed.

Williamson stated that if the Police Department has a complaint about speeding they do a study and run radar. The neighbors need to call into the Police Department and he will have an officer go out. Wykoff stated that they could put out the speed board to make drivers aware of what speeds they are going. Rosenbarger stated that he was concerned with the high speeds during school time and would like the Engineering Department to look at this. Rosenbarger stated that stop signs could cause noise pollution and that the neighborhood should pursue traffic calming, police patrol and having the speed board placed on 8<sup>th</sup> Street. Brown motioned to deny the request for a multi-way stop. White seconded the motion. Vote 6-2-0 (Hayden and Smith opposed).

#### E. Election of Officers

Davis motioned to have Smith remain president. Smith declined. Smith nominated Rosenbarger as president. The Commission voted unanimously in favor. Smith nominated Harms as vice president. The Commission vote unanimously in favor. Hayden nominated Brown as parliamentarian. The

Commission voted unanimously in favor. The following are the new officers for the Traffic Commission:

President – Jim Rosenbarger  
Vice President – Nancy Harms  
Parliamentarian – Buff Brown

## VI. DISCUSSION

Smith thanked everyone for their attendance and stated that he would like to have the article about 25-MPH speed limits (he passed out at last meeting) be placed on the agenda for a later date.

## VII. ADJOURNMENT

The meeting adjourned at 7:15 p.m. The next meeting is scheduled for February 25, 2004.

**City of Bloomington**  
401 North Morton Street  
Bloomington, IN 47404

## **Traffic Commission Meeting**

*DISCUSSING THE REQUEST TO*

***Place a Multi-way stop at the intersection of West Howe Street and South Euclid Avenue***

***For Immediate Release***

***Wednesday February 18, 2004***

**Contact: Denise Henderson, City of Bloomington Traffic Commission  
PO Box 100  
Bloomington, IN 47402  
(812) 349-3417**

The City of Bloomington Traffic Commission will discuss a request to place a Multi-way stop at the intersection of West Howe Street and South Euclid Avenue. (See Attached Map).

This request will be discussed by the Traffic Commission at their meeting on Wednesday February 25, 2004. The meeting will be held in the City Council Chambers located at 401 North Morton Street at 5:30 p.m. This is an informal meeting and we are interested in any comments or suggestions you may have concerning this issue. If you are unable to attend the meeting and wish to make any comments, you may contact Ms. Henderson, Secretary for the Bloomington Traffic Commission. Thank you.



329 S. Buckner  
Bloomington, IN 47403

Denise Henderson  
Traffic Commission  
Showers Plaza  
P.O. Box 100  
Bloomington, IN 47402

Dear Ms. Henderson,

I am writing to ask you to consider the placement of a four-way stop at the crossing of Euclid and Howe Streets in the Prospect Hill Neighborhood area. There is currently a two-way stop at this location, but, unfortunately, those who live on the corners witness a number of near accidents there every week. I myself have had difficulty turning onto Howe from Euclid. This intersection is at the top of a blind hill, and cars parked in legal areas obstruct the vision of drivers trying to make this turn.

I think stop signs for the traffic traveling on Howe would also be beneficial to neighborhood pedestrians. Currently, drivers on Howe tend to travel fast, and I am concerned about the children who wait for buses at this location (it is a school bus stop) and about the pedestrians who cross to walk in the neighborhood garden. (The entrance is located at the southwest corner of the Howe/Euclid intersection.)

Traffic may increase at this intersection even more as the traffic calming devices are installed on Third Street this spring and I would welcome your help in finding a way to keep this intersection safe for motorists and pedestrians.

Thank you for your consideration of this matter,

A handwritten signature in cursive script that reads "Brenda M. McNellen". The signature is fluid and extends across the width of the page.

Brenda M. McNellen  
Prospect Hill Neighborhood Association  
bmcnelle@indiana.edu

**CITY OF BLOOMINGTON**  
Engineering Department  
401 N. Morton Street, Bloomington, IN 47401

Study Name : **Euclid & Howe**  
Study Date : **02/19/04**

## **Multi-Way Stop Warrant Report**

### **Major Street Approaches**

**Eastbound: Howe Street**  
Total Approach Volume: **206**  
Approach Speed: **27**

**Westbound: Howe Street**  
Total Approach Volume: **172**  
Approach Speed: **27**

### **Minor Street Approaches**

**Northbound: Euclid Avenue**  
Total Approach Volume: **85**

**Southbound: Euclid Avenue**  
Total Approach Volume: **70**

### **Warrant Summary**

**Criteria A - Interim Measure** ..... **Not Evaluated**

If traffic signals are justified, stop signs can be installed as an interim measure.

**Criteria B - Crash Experience** ..... **Not Satisfied**

Number of crashes (0) is less than the minimum required (5).

**Criteria C - Minimum Volumes and Delays** ..... **Not Satisfied**

Delay data not evaluated  
Required volumes reached for 0 hours, 8 are needed

**Criteria D - 80% of Volumes, Delays, and Crashes** ..... **Not Satisfied**

Delay data not evaluated  
Required volumes reached for 0 hours, 8 are needed

### **Analysis of 8-Hour Volume Warrants:**

Time	Major Crit	Minor	Crit C			Crit D		
	Total	Total	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00 - 01:00	6	2	300-No	200-No	No	240-No	160-No	No
01:00 - 02:00	5	0	300-No	200-No	No	240-No	160-No	No
02:00 - 03:00	1	1	300-No	200-No	No	240-No	160-No	No
03:00 - 04:00	1	2	300-No	200-No	No	240-No	160-No	No
04:00 - 05:00	0	0	300-No	200-No	No	240-No	160-No	No
05:00 - 06:00	4	1	300-No	200-No	No	240-No	160-No	No
06:00 - 07:00	4	3	300-No	200-No	No	240-No	160-No	No
07:00 - 08:00	12	6	300-No	200-No	No	240-No	160-No	No
08:00 - 09:00	23	13	300-No	200-No	No	240-No	160-No	No
09:00 - 10:00	10	7	300-No	200-No	No	240-No	160-No	No
10:00 - 11:00	32	11	300-No	200-No	No	240-No	160-No	No
11:00 - 12:00	18	4	300-No	200-No	No	240-No	160-No	No
12:00 - 13:00	32	7	300-No	200-No	No	240-No	160-No	No
13:00 - 14:00	27	12	300-No	200-No	No	240-No	160-No	No
14:00 - 15:00	28	15	300-No	200-No	No	240-No	160-No	No
15:00 - 16:00	17	6	300-No	200-No	No	240-No	160-No	No
16:00 - 17:00	24	10	300-No	200-No	No	240-No	160-No	No
17:00 - 18:00	52	9	300-No	200-No	No	240-No	160-No	No
18:00 - 19:00	32	15	300-No	200-No	No	240-No	160-No	No
19:00 - 20:00	11	6	300-No	200-No	No	240-No	160-No	No
20:00 - 21:00	13	10	300-No	200-No	No	240-No	160-No	No
21:00 - 22:00	7	8	300-No	200-No	No	240-No	160-No	No
22:00 - 23:00	13	4	300-No	200-No	No	240-No	160-No	No
23:00 - 00:00	6	3	300-No	200-No	No	240-No	160-No	No



02.12.2004 10:21

Looking West on Howe From North side of intersection at Euclid



02.12.2004 10:23

Looking West on Howe From South side of intersection at Euclid





02.12.2004 10:24

Looking West on Howe towards intersection



Looking South on Euclid at intersection

02.12.2004 10:20



Looking North on Euclid at intersection

02.12.2004 10:22





02.12.2004 10:23

Looking East on Howe From South side of intersection at Euclid





02.12.2004 10:21

Looking East on Howe From North side of intersection at Euclid



02.12.2004 10:21

Looking East on Howe at intersection

Accident Report for location rta18491

Tue Feb 17 13:37:54 EST 2004

REPORT	TAG	SEGMENT	OFFENSE	ACC_DATE	DAY	TIME	COLLISION	NO_
010009196	rta18491	p452	201A	26-OCT-01	FRI	1645		1
960006877	rta18491	p452	201A	22-AUG-96	THU	900		1
00001564	rta18491	p452	201B	23-FEB-00	WED	1405		1

3 Rows Returned

## Diagram

Vehicles  
MOVED  
NO DRAWING

Indicate NORTH  
by an arrow

## NARRATIVE (Refer to Vehicle by Number)

D1/V1 WAS NORTH ON ENCLIP APPROACHING HOWE ST. D1 STATED, "I DID NOT SEE THE STOP SIGN AT HOWE/ENCLIP. I RAN THE STOP SIGN AND COLLIDED W/ V2."

V2/D2 WAS WEST ON ENCLIP APPROACHING HOWE. D2 STATED "V1/D1 DID NOT STOP AT THE STOP SIGN, AND COLLIDED WITH MY VEHICLE."

D1 Insured By *MOTORIST MUTUAL*

D2 Insured By *RAGSDALE INS.*

Other Participant(s) Name, Address (etc.)

Name of Witness No. 1

Address

Location at Time of Crash

Name of Witness No. 2

Address

Location at Time of Crash

Name of Person Arrested

I.C. Code(s)

Name of Person Arrested

I.C. Code(s)

Time Notified *1046* AM/PM *PM* Time Arrived *1048* AM/PM *PM* Other Location of Investigation *ON SCENE*

Investigation Complete  
☒ Yes ☐ No

Photos Taken  
☐ Yes ☒ No

Assisting Officer

I.D. No.

Agency

Date of Report  
*10-26-01*

Assisting Officer

I.D. No.

Agency

Driver Report Form Furnished ☒ D1 ☒ D2

Investigating Officer's Signature

I.D. No.

Agency

*Bloomington P.D.*

INVESTIGATION

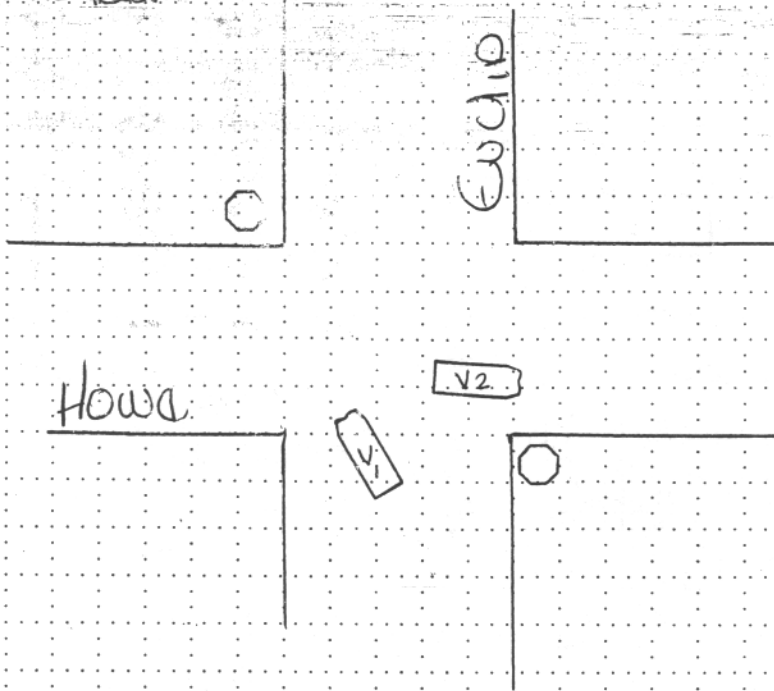
*M. Faliashky*

*1396*

Diagram NOT Drawn  
TO SCALE - FINAL POST



Indicate NORTH  
by an arrow



NARRATIVE (Refer to Vehicle by Number)

D1 stated he was northbound on Euclid. He thought he was at a 4way stop. He stated he did not come to a complete stop and proceeded through the intersection. He did not see V2. V1 collided into V2.

D2 stated she was eastbound on Howe when V1 hit her vehicle.

D1 Insured By

State Farm

D2 Insured By

Progressive

Other Participant(s) Name, Address (etc.)

Name of Witness No. 1

Address

Location at Time of Crash

Name of Witness No. 2

Address

Location at Time of Crash

Name of Person Arrested

I.C. Code(s)

Name of Person Arrested

I.C. Code(s)

Time Notified

AM

Time Arrived

AM

Other Location of Investigation

Investigation Complete

☒ Yes ☐ No

Photos Taken

☒ Yes ☐ No

Assisting Officer

I.D. No.

Agency

Date of Report

Assisting Officer

I.D. No.

Agency

Driver Report

Investigating Officer's Signature

I.D. No.

Agency

Form Furnished

☒ D1  
☒ D2

INVESTIGATION

2:05 PM  
2:11 PM  
B. COSSA  
B. COSSA

1350  
1321

BPD

Bloomington Police Department

2-23-00



City of Bloomington  
Engineering Department  
401 N. Morton Street  
Bloomington, IN 47404

Howe Street  
E of Euclid  
Site Code: p4528  
Date Start: 17-Feb-04

Weather: Cold  
Counted By: SL  
Board #: 10274  
For: Euclid & Howe Study

Start Time	16-Feb-04 EB	Mon WB	Tue EB	Tue WB	Wed EB	Wed WB	Thu EB	Thu WB	ADT EB	ADT WB	Combined Total
12:00 AM	*	*	*	*	7	0	*	*	7	0	7
01:00	*	*	*	*	10	3	*	*	10	3	13
02:00	*	*	*	*	1	0	*	*	1	0	1
03:00	*	*	*	*	1	0	*	*	1	0	1
04:00	*	*	*	*	0	0	*	*	0	0	0
05:00	*	*	*	*	3	1	*	*	3	1	4
06:00	*	*	*	*	2	2	*	*	2	2	4
07:00	*	*	*	*	8	4	*	*	8	4	12
08:00	*	*	*	*	13	10	*	*	13	10	23
09:00	*	*	*	*	7	3	*	*	7	3	10
10:00	*	*	*	*	14	18	*	*	14	18	32
11:00	*	*	*	*	11	7	*	*	11	7	18
12:00 PM	*	*	*	*	18	14	*	*	18	14	32
01:00	*	*	*	*	18	9	*	*	18	9	27
02:00	*	*	*	*	15	13	*	*	15	13	28
03:00	*	*	*	*	9	8	*	*	9	8	17
04:00	*	*	*	*	15	9	*	*	15	9	24
05:00	*	*	20	32	*	*	*	*	20	32	52
06:00	*	*	11	19	*	*	*	*	11	19	30
07:00	*	*	6	5	*	*	*	*	6	5	11
08:00	*	*	8	5	*	*	*	*	8	5	13
09:00	*	*	9	1	*	*	*	*	9	1	10
10:00	*	*	4	6	*	*	*	*	4	6	10
11:00	*	*	2	3	*	*	*	*	2	3	5
Total	0	0	60	71	152	101	0	0	212	172	384
Combined Total	0		131		253		0		384		
%tage	0.0%	0.0%	28.3%	41.3%	71.7%	58.7%	0.0%	0.0%	55.2%	44.8%	

AM Peak Vol.					10:00 14	10:00 18			10:00 14	10:00 18	10:00 32
PM Peak Vol.			17:00 20	17:00 32	12:00 18	12:00 14			17:00 20	17:00 32	17:00 52

Weather: Cold  
 Counted By: SL  
 Board #: 10274  
 For: Euclid & Howe Study  
 Westbound

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Howe Street  
 E of Euclid  
 Site Code: p4528  
 Date Start: 17-Feb-04

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
02/17/04	*	*	*	*	*	*	*	*	*	*	*	*	*	999	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	3	6	10	1	2	0	0	0	0	0	0	0	0	0	22
17:00	4	12	9	6	0	1	0	0	0	0	0	0	0	0	32
18:00	8	8	2	1	0	0	0	0	0	0	0	0	0	0	19
19:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
20:00	2	0	2	0	0	1	0	0	0	0	0	0	0	0	5
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	21	33	27	8	2	2	0	0	0	0	0	0	0	0	93
Grand Total	21	33	27	8	2	2	0	0	0	0	0	0	0	0	93

15th Percentile : 12 MPH  
 50th Percentile : 19 MPH  
 85th Percentile : 25 MPH  
 95th Percentile : 29 MPH

Stats  
 Mean Speed(Average) : 19 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 60  
 Percent in Pace : 64.5%  
 Number of Vehicles > 30 MPH : 4  
 Percent of Vehicles > 30 MPH : 4.3%

Weather: Cold  
 Counted By: SL  
 Board #: 10276  
 For: Euclid & Howe Study

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Howe Street  
 W of Euclid  
 Site Code: p452  
 Date Start: 17-Feb-04

Start Time	16-Feb-04 EB	Mon WB	Tue EB	Tue WB	Wed EB	Wed WB	Thu EB	Thu WB	ADT EB	ADT WB	Combined Total
12:00 AM	*	*	*	*	6	0	*	*	6	0	6
01:00	*	*	*	*	2	0	*	*	2	0	2
02:00	*	*	*	*	1	0	*	*	1	0	1
03:00	*	*	*	*	1	0	*	*	1	0	1
04:00	*	*	*	*	0	0	*	*	0	0	0
05:00	*	*	*	*	3	1	*	*	3	1	4
06:00	*	*	*	*	2	2	*	*	2	2	4
07:00	*	*	*	*	8	4	*	*	8	4	12
08:00	*	*	*	*	13	10	*	*	13	10	23
09:00	*	*	*	*	7	3	*	*	7	3	10
10:00	*	*	*	*	14	18	*	*	14	18	32
11:00	*	*	*	*	11	7	*	*	11	7	18
12:00 PM	*	*	*	*	18	14	*	*	18	14	32
01:00	*	*	*	*	18	9	*	*	18	9	27
02:00	*	*	*	*	15	13	*	*	15	13	28
03:00	*	*	*	*	9	8	*	*	9	8	17
04:00	*	*	*	*	15	9	*	*	15	9	24
05:00	*	*	20	31	*	*	*	*	20	31	51
06:00	*	*	13	13	*	*	*	*	13	13	26
07:00	*	*	6	3	*	*	*	*	6	3	9
08:00	*	*	8	3	*	*	*	*	8	3	11
09:00	*	*	6	0	*	*	*	*	6	0	6
10:00	*	*	7	5	*	*	*	*	7	5	12
11:00	*	*	3	2	*	*	*	*	3	2	5
Total	0	0	63	57	143	98	0	0	206	155	361
Combined Total	0		120		241		0		361		
%tage	0.0%	0.0%	30.6%	36.8%	69.4%	63.2%	0.0%	0.0%	57.1%	42.9%	

AM Peak Vol.					10:00 14	10:00 18			10:00 14	10:00 18	10:00 32
PM Peak Vol.			17:00 20	17:00 31	12:00 18	12:00 14			17:00 20	17:00 31	17:00 51



City of Bloomington  
Engineering Department  
401 N. Morton Street  
Bloomington, IN 47404

Howe Street  
W of Euclid  
Site Code: p452  
Date Start: 17-Feb-04

Weather: Cold  
Counted By: SL  
Board #: 10276  
For: Euclid & Howe Study  
Eastbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
														999	
02/18/04	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
07:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	8
08:00	3	4	4	0	2	0	0	0	0	0	0	0	0	0	13
09:00	1	0	4	2	0	0	0	0	0	0	0	0	0	0	7
10:00	2	3	3	6	0	0	0	0	0	0	0	0	0	0	14
11:00	2	2	3	3	1	0	0	0	0	0	0	0	0	0	11
12 PM	3	3	2	7	3	0	0	0	0	0	0	0	0	0	18
13:00	1	0	8	8	1	0	0	0	0	0	0	0	0	0	18
14:00	2	3	2	7	1	0	0	0	0	0	0	0	0	0	15
15:00	3	0	2	3	1	0	0	0	0	0	0	0	0	0	9
16:00	4	5	2	4	0	0	0	0	0	0	0	0	0	0	15
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	25	29	37	43	9	0	0	0	0	0	0	0	0	0	143
Grand Total	44	44	51	55	12	0	0	0	0	0	0	0	0	0	206

15th Percentile : 11 MPH  
50th Percentile : 22 MPH  
85th Percentile : 29 MPH  
95th Percentile : 31 MPH

Stats  
Mean Speed(Average) : 21 MPH  
10 MPH Pace Speed : 21-30 MPH  
Number in Pace : 106  
Percent in Pace : 51.5%  
Number of Vehicles > 30 MPH : 12  
Percent of Vehicles > 30 MPH : 5.8%

Weather: Cold  
 Counted By: SL  
 Board #: 10273  
 For: Euclid & Howe Study

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Euclid Avenue  
 N or Howe  
 Site Code: rcl1778  
 Date Start: 17-Feb-04

Start Time	16-Feb-04 NB	Mon SB	Tue NB	Tue SB	Wed NB	Wed SB	Thu NB	Thu SB	ADT NB	ADT SB	Combined Total
12:00 AM	*	*	*	*	1	0	*	*	1	0	1
01:00	*	*	*	*	0	0	*	*	0	0	0
02:00	*	*	*	*	1	0	*	*	1	0	1
03:00	*	*	*	*	2	1	*	*	2	1	3
04:00	*	*	*	*	0	0	*	*	0	0	0
05:00	*	*	*	*	0	1	*	*	0	1	1
06:00	*	*	*	*	1	0	*	*	1	0	1
07:00	*	*	*	*	2	5	*	*	2	5	7
08:00	*	*	*	*	3	9	*	*	3	9	12
09:00	*	*	*	*	0	5	*	*	0	5	5
10:00	*	*	*	*	1	4	*	*	1	4	5
11:00	*	*	*	*	4	2	*	*	4	2	6
12:00 PM	*	*	*	*	1	4	*	*	1	4	5
01:00	*	*	*	*	5	7	*	*	5	7	12
02:00	*	*	*	*	9	10	*	*	9	10	19
03:00	*	*	*	*	9	0	*	*	9	0	9
04:00	*	*	*	*	8	3	*	*	8	3	11
05:00	*	*	7	3	*	*	*	*	7	3	10
06:00	*	*	17	5	*	*	*	*	17	5	22
07:00	*	*	8	2	*	*	*	*	8	2	10
08:00	*	*	9	5	*	*	*	*	9	5	14
09:00	*	*	3	3	*	*	*	*	3	3	6
10:00	*	*	4	1	*	*	*	*	4	1	5
11:00	*	*	3	0	*	*	*	*	3	0	3
Total	0	0	51	19	47	51	0	0	98	70	168
Combined Total	0		70		98		0		168		
%tage	0.0%	0.0%	52.0%	27.1%	48.0%	72.9%	0.0%	0.0%	58.3%	41.7%	

AM Peak Vol.					11:00	08:00			11:00	08:00	08:00
					4	9			4	9	12
PM Peak Vol.			18:00	18:00	14:00	14:00			18:00	14:00	18:00
			17	5	9	10			17	10	22

Weather: Cold  
 Counted By: SL  
 Board #: 10273  
 For: Euclid & Howe Study  
 Southbound

City of Bloomington  
 Engineering Department  
 401 N. Morton Street  
 Bloomington, IN 47404

Euclid Avenue  
 N or Howe  
 Site Code: rcl1778  
 Date Start: 17-Feb-04

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
														999	
02/18/04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
09:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
12 PM	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2
13:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	2	7	1	0	0	0	0	0	0	0	0	0	0	0	7
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
16:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	25	24	2	0	0	0	0	0	0	0	0	0	0	0	51
Grand Total	34	33	3	0	0	0	0	0	0	0	0	0	0	0	70

15th Percentile : 4 MPH  
 50th Percentile : 16 MPH  
 85th Percentile : 19 MPH  
 95th Percentile : 20 MPH

Stats  
 Mean Speed(Average) : 13 MPH  
 10 MPH Pace Speed : 11-20 MPH  
 Number in Pace : 43  
 Percent in Pace : 61.4%  
 Number of Vehicles > 30 MPH : 0  
 Percent of Vehicles > 30 MPH : 0.0%

City of Bloomington  
Engineering Department  
401 N. Morton Street  
Bloomington, IN 47404

Euclid Avenue  
S of Howe  
Site Code: p4527  
Date Start: 17-Feb-04

Weather: Cold  
Counted By: SL  
Board #: 10275  
For: Euclid & Howe Study

Start Time	16-Feb-04 NB	Mon SB	Tue NB	Tue SB	Wed NB	Wed SB	Thu NB	Thu SB	ADT NB	ADT SB	Combined Total
12:00 AM	*	*	*	*	2	0	*	*	2	0	2
01:00	*	*	*	*	0	0	*	*	0	0	0
02:00	*	*	*	*	1	0	*	*	1	0	1
03:00	*	*	*	*	1	0	*	*	1	0	1
04:00	*	*	*	*	0	1	*	*	0	1	1
05:00	*	*	*	*	0	1	*	*	0	1	1
06:00	*	*	*	*	3	0	*	*	3	0	3
07:00	*	*	*	*	1	2	*	*	1	2	3
08:00	*	*	*	*	4	6	*	*	4	6	10
09:00	*	*	*	*	2	4	*	*	2	4	6
10:00	*	*	*	*	7	1	*	*	7	1	8
11:00	*	*	*	*	2	0	*	*	2	0	2
12:00 PM	*	*	*	*	3	1	*	*	3	1	4
01:00	*	*	*	*	5	8	*	*	5	8	13
02:00	*	*	*	*	5	7	*	*	5	7	12
03:00	*	*	*	*	6	4	*	*	6	4	10
04:00	*	*	*	*	7	3	*	*	7	3	10
05:00	*	*	6	6	*	*	*	*	6	6	12
06:00	*	*	10	8	*	*	*	*	10	8	18
07:00	*	*	4	2	*	*	*	*	4	2	6
08:00	*	*	5	4	*	*	*	*	5	4	9
09:00	*	*	5	2	*	*	*	*	5	2	7
10:00	*	*	3	5	*	*	*	*	3	5	8
11:00	*	*	3	0	*	*	*	*	3	0	3
Total	0	0	36	27	49	38	0	0	85	65	150
Combined Total	0		63		87		0		150		
%tage	0.0%	0.0%	42.4%	41.5%	57.6%	58.5%	0.0%	0.0%	56.7%	43.3%	

AM Peak Vol.					10:00 7	08:00 6			10:00 7	08:00 6	08:00 10
PM Peak Vol.			18:00 10	18:00 8	16:00 7	13:00 8			18:00 10	13:00 8	18:00 18

City of Bloomington  
Engineering Department  
401 N. Morton Street  
Bloomington, IN 47404

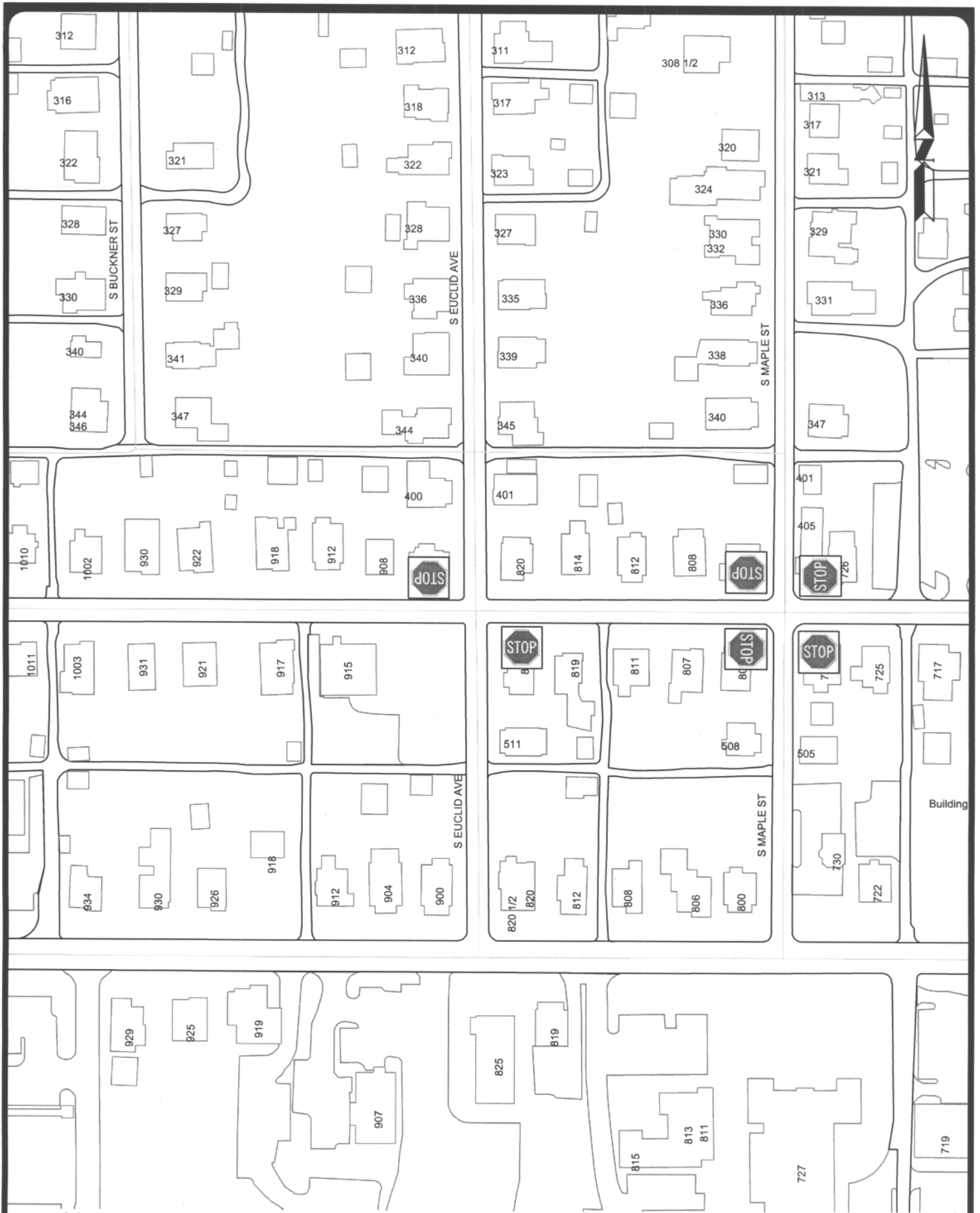
Euclid Avenue  
S of Howe  
Site Code: p4527  
Date Start: 17-Feb-04

Weather: Cold  
Counted By: SL  
Board #: 10275  
For: Euclid & Howe Study  
Northbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
02/18/04	2	0	0	0	0	0	0	0	0	0	0	0	0	999	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
13:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
14:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
16:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	49	0	0	0	0	0	0	0	0	0	0	0	0	0	49
Grand Total	85	0	0	0	0	0	0	0	0	0	0	0	0	0	85

15th Percentile : 3 MPH  
50th Percentile : 7 MPH  
85th Percentile : 13 MPH  
95th Percentile : 15 MPH

Stats  
Mean Speed(Average) : 8 MPH  
10 MPH Pace Speed : 1-10 MPH  
Number in Pace : 60  
Percent in Pace : 70.6%  
Number of Vehicles > 30 MPH : 0  
Percent of Vehicles > 30 MPH : 0.0%



City of Bloomington  
Engineering Department

Euclid and Howe Intersection  
Existing Conditions



City of Bloomington  
Engineering Department

## Euclid and Howe Intersection Proposed Conditions





RECEIVED  
2/16/04

1011 South Hawthorne Dr.  
Bloomington, IN 47401

Traffic Commission  
P.O. Box 100  
Bloomington, In 47402

Feb. 4, 2004

Attention Denise Henderson:

Dear Commission Members:

I would like to call your attention to a potential disaster in my neighborhood. Thanks to the sub-zero weather we have been having, my car would not start yesterday, Feb. 3. As a member of AAA Motor Club, I arranged for Ken's Westside Service to tow the car to the Stephens-Olds-Honda service department.

The tow-truck driver appeared at my front door explaining that he was parked on Hawthorne between Sheridan and South Downs, being unable to reach my driveway due to the parking of vehicles on both sides of the street in the 1000 block. Bear in mind that my house is the second house on the left in the last block of South Hawthorne as you head South. Although there were only five cars on the block which did not belong to residents, two of those were parked near South Downs on each side of the street, effectively blocking through traffic for anything at all oversize. The presence of snow probably also made the drivers park more in the street than usual.

I asked the driver if this meant that no emergency vehicle, such as an ambulance or a fire-truck, would be able to go through, and he answered yes, it did mean just that.

Last year the residents in this block asked that parking not be restricted here unless it became a problem. When parking on Manor Road was restricted we did indeed get an increase in student parking in our block. However to date parking has not presented that much of a problem.

I would still hesitate to restrict parking here, except that I do believe and request that the commission should consider allowing parking on one side of the street only. This would allow access for emergency vehicles in time of need and avoid potentially disastrous events which might occur without that access. I also request that something be done about this change in parking for this block as soon as possible since it is indeed a bad situation as things stand.

Thank you for your early attention to this problem.

Sincerely yours,

*Simone B. Robbins*  
Simone B. Robbins (Mrs. J.A. Robbins)

**CITY OF BLOOMINGTON  
ENGINEERING DEPARTMENT**

**RECOMMENDATION  
FOR  
Removal of Parking Along One Side of Hawthorne Drive**

The Engineering Department received this request from Simone Robbins, who was concerned regarding the ability to have he car towed for service.

This area has been brought to us in the past and was not voted to become a part of the neighborhood parking program by the choice of the neighbors.

The Engineering Department recommends that we have two 9 foot travel lanes for a residential low volume street. A parking stall width for parallel parking should be 8 feet in width. Therefore an acceptable street width that has parking on one side would be 26 feet in width. It should be known that the City of Bloomington Police and Fire Departments would recommend a minimum lane width of 10 feet for each travel lane.

This neighborhood does not have curb to define the edge of the pavement and is lined with ditches to control the stormwater run-off. Without curbs it becomes increasingly inviting for vehicles to park just off the edge of the pavement on the grass and begin the process of creating illegal pull-offs and damage to the stormwater systems (filling in ditches) restricting water flows.

Several parking areas already exist along this street making enforcement of standards difficult with respect to which areas are wide enough and which areas do not have sufficient width. When a resident places asphalt, gravel, or other material in the public right-of-way to make a parking space it creates an illegal parking space with regard to the typical pavement width as well as an enforcement problem. Being non-uniform in width, these areas do not receive snow removal which often results in vehicles then parking further out into the travel lane blocking the needed access for emergency service vehicles.

The Engineering Department recommends that parking be removed eliminated along a minimum of one side of the street, and would encourage the removal of both sides due to the existing pavement width of less than 22 feet.

**City of Bloomington**  
401 North Morton Street  
Bloomington, IN 47404

## **Traffic Commission Meeting**

***DISCUSSING THE REQUEST TO***

***Remove on street parking on the East side of the 1000 block of South  
Hawthorne Drive***

### ***For Immediate Release***

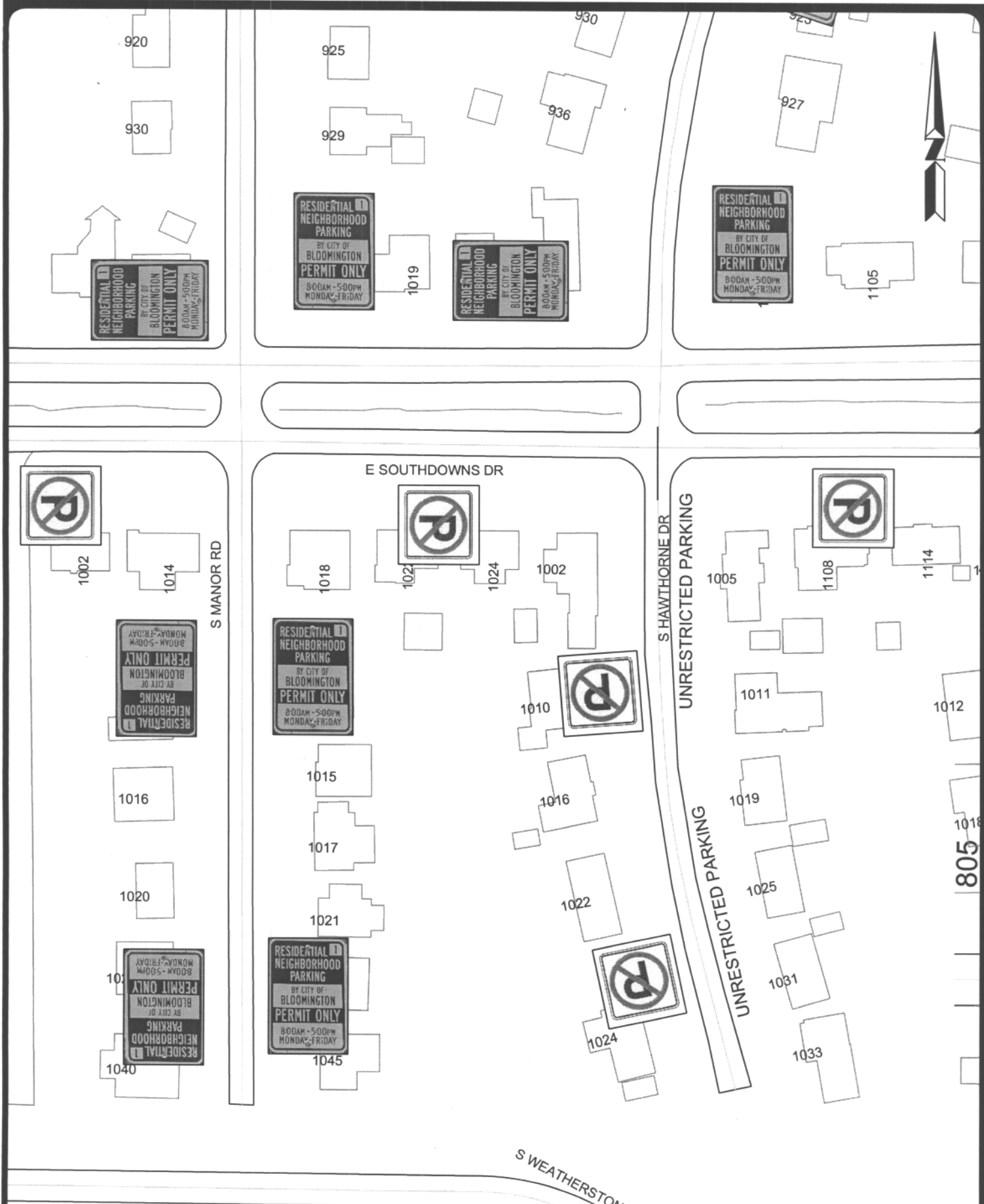
***Wednesday February 18, 2004***

**Contact: Denise Henderson, City of Bloomington Traffic Commission  
PO Box 100  
Bloomington, IN 47402  
(812) 349-3417**

The City of Bloomington Traffic Commission will discuss a request for the removal of on street parking on the East side of South Hawthorne Drive in the 1000 block. (See Attached Map).

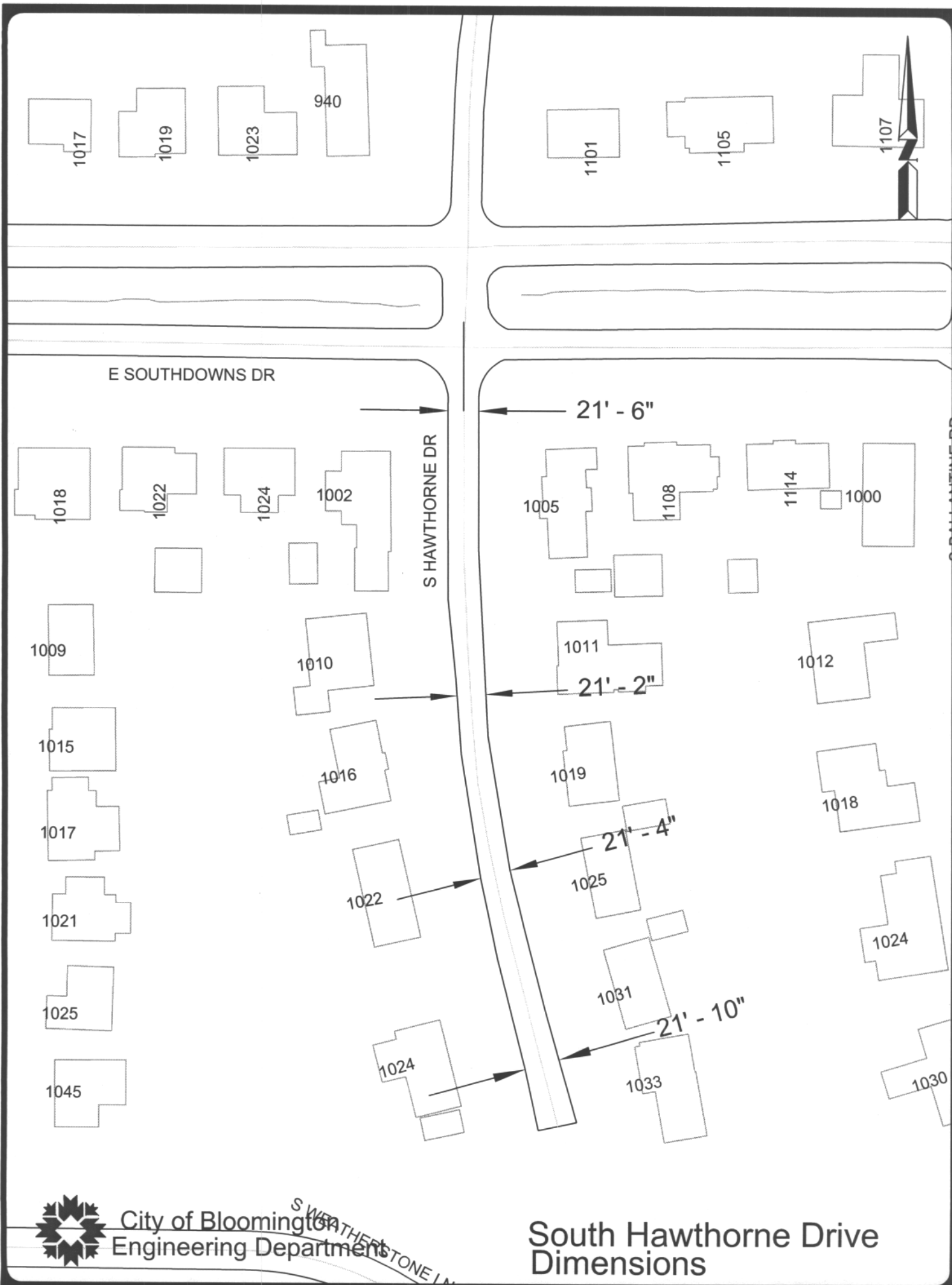
This request will be discussed by the Traffic Commission at their meeting on Wednesday February 25, 2004. The meeting will be held in the City Council Chambers located at 401 North Morton Street at 5:30 p.m. This is an informal meeting and we are interested in any comments or suggestions you may have concerning this issue. If you are unable to attend the meeting and wish to make any comments, you may contact Ms. Henderson, Secretary for the Bloomington Traffic Commission. Thank you.





City of Bloomington  
Engineering Department

# South Hawthorne Drive Proposed Conditions



City of Bloomington  
Engineering Department

# South Hawthorne Drive Dimensions



02.12.2004 10:33

Looking South on Hawthorne from Southdowns





02.12.2004 10:43

Looking South on Hawthorne from Mid-Block



Looking North on Hawthorne from Mid-Block

02.12.2004 10:45





02.12.2004 10:44

Looking North on Hawthorne from dead end South

**Subject:** [Fwd: WWW Form Submission]

**Date:** Thu, 05 Feb 2004 10:50:07 -0500

**From:** Chris Fulton <fultonc@city.bloomington.in.us>

**Organization:** City of Bloomington

**To:** Justin Wykoff <wykoffj@city.bloomington.in.us>

Justin,

Can you respond to this citizen? I would appreciate it!

Thanks,

Chris

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**Subject:** WWW Form Submission

**Date:** Tue, 3 Feb 2004 18:03:59 -0500

**From:** zulu504@hotmail.com (Marc Presti)

**To:** ombudsman@city.bloomington.in.us

Below is the result of your feedback form. It was submitted by  
Marc Presti (zulu504@hotmail.com) on Tuesday, February 03, 2004 at 18:03:59

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Subject: request for posting of "no parking" signs in park ridge addition

Details: Park Ridge (West) residents who own sometimes only 2 cars and typically those households who have 3 or 4 cars associated with them, often having only single car width wide driveways and single car garages, park their cars along the roadside, especially Morningside Dr., making clearing snow along the road impossible and traffic is only one lane in several places, in an already sidewalkless neighborhood. If the Traffic commission would review these roads and post no parking signs, it would allow law enforcement to tow vehicles they deem as a hazard. Everyone is getting tired of driving around, waiting on oncoming traffic to pass and trying to watch kids on the other sides of these parked cars, these are publically owned roads, not extensions of driveways...thanks for the hopeful review of this situation...the sooner the....well you know...btw this is addendum to first form I submitted moments ago

Location: all roads in Parkridge West, Morningside Dr more than others, but others as well

departments: Yes

Address: 121 N. Lexington

City\_State: Bloomington, IN

Zipcode: 47408

Phone: 334.3323

submit: Submit form

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**CITY OF BLOOMINGTON  
ENGINEERING DEPARTMENT**

**RECOMMENDATION  
FOR  
Removal of Parking Along Morningside Drive and Lexington  
Drive**

The Engineering Department received this request from Marc Presti, who was concerned regarding the increase in parking along areas in the neighborhood.

This request had the potential to effect the entire neighborhood area, and I chose not to do that at this time. I selected Mr. Prest's street and the main street which is Morningside Drive. Future requests may be made, but should be taken on a smaller scale rather than address an entire neighborhoods parking in one meeting.

The Engineering Department took measurements throughout the neighborhood and that information is attached for your review. Several areas have inadequate street width to allow parking on the street. Morningside Drive has widths ranging from just over 19 feet to 23 feet.

The Engineering Department recommends that we have two 9 foot travel lanes for a residential low volume street. A parking stall width for parallel parking should be 8 feet in width. Therefore an acceptable street width that has parking on one side would be 26 feet in width. It should be known that the City of Bloomington Police and Fire Departments would recommend a minimum lane width of 10 feet for each travel lane.

This neighborhood does not have curb to define the edge of the pavement and is lined with ditches to control the stormwater run-off. Without curbs it becomes increasingly inviting for vehicles to park just off the edge of the pavement on the grass and begin the process of creating illegal pull-offs and damage to the stormwater systems (filling in ditches) restricting water flows.

We recommend that parking be removed along Morningside Drive due to insufficient width and that parking be limited to one side along Lexington Drive at the discretion of the neighborhoods choice of sides. The Engineering Department would prefer to allow parking along the East side of the roadway due to the lesser number of driveways and overall availability of parking.

**City of Bloomington**  
401 North Morton Street  
Bloomington, IN 47404

## **Traffic Commission Meeting**

*DISCUSSING THE REQUEST TO*

***Remove on street parking in the Park Ridge West neighborhood***

***For Immediate Release***

***Wednesday February 18, 2004***

**Contact: Denise Henderson, City of Bloomington Traffic Commission  
PO Box 100  
Bloomington, IN 47402  
(812) 349-3417**

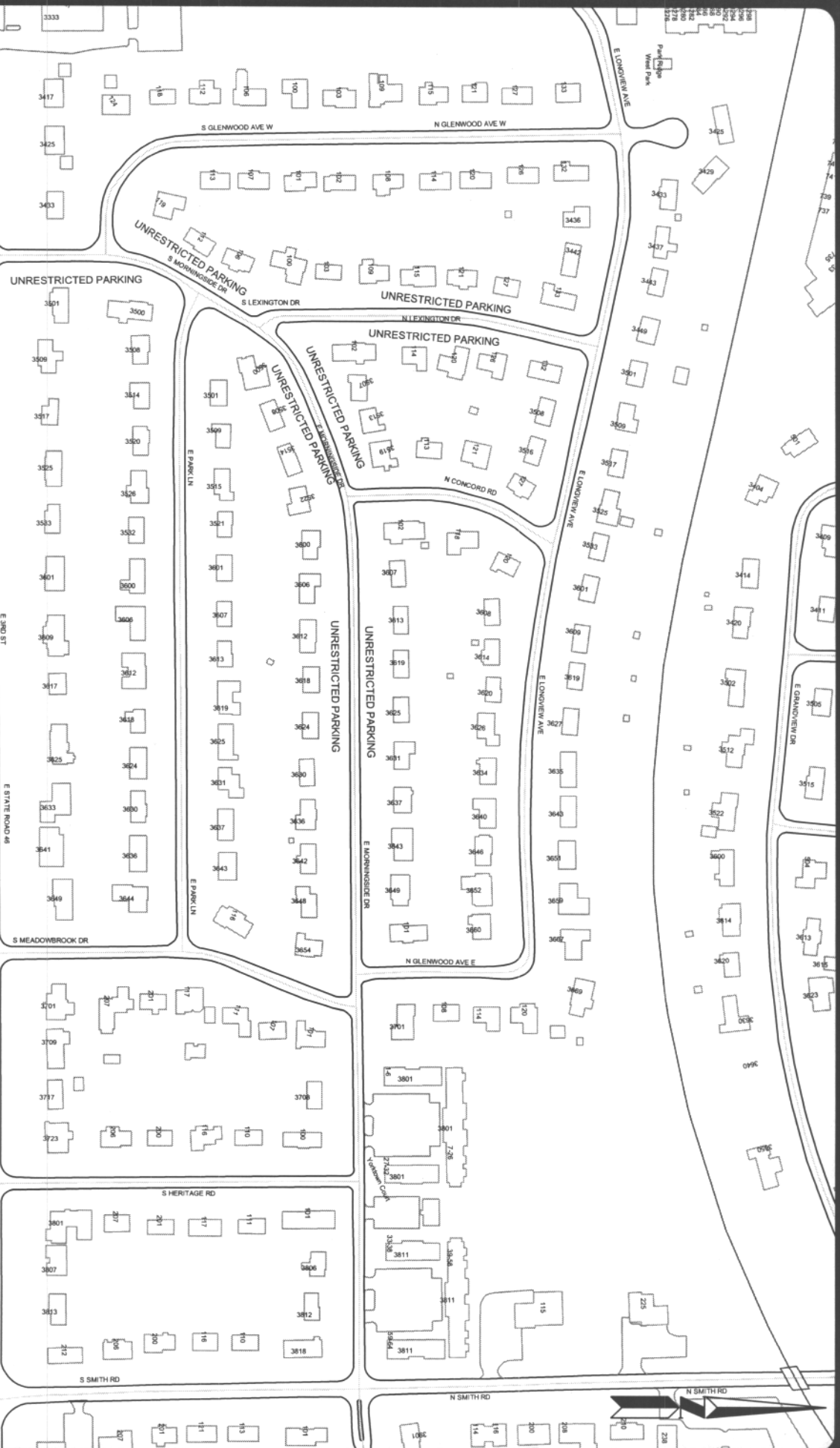
The City of Bloomington Traffic Commission will discuss a request for the removal of on street parking in the Park Ridge West neighborhood. (See Attached Map).

This request will be discussed by the Traffic Commission at their meeting on Wednesday February 25, 2004. The meeting will be held in the City Council Chambers located at 401 North Morton Street at 5:30 p.m. This is an informal meeting and we are interested in any comments or suggestions you may have concerning this issue. If you are unable to attend the meeting and wish to make any comments, you may contact Ms. Henderson, Secretary for the Bloomington Traffic Commission. Thank you.



City of Bloomington  
Engineering Department

Parkridge West  
Existing Conditions







City of Bloomington  
Engineering Department

Parkridge West  
Proposed Conditions





## Parkridge West Dimensions





02.12.2004 11:18

Looking West on Park from Meadowbrook





02.12.2004 11:03

Looking West on Morningside from Glenwood East



02.12.2004 11:06

Looking West on Morningside from Concord





02.12.2004 11:07

Looking West on Longview from Glenwood East



02.12.2004 11:10

Looking South on Morningside from Lexington





02.12.2004 11:09

Looking West on Morningside from Concord



02.12.2004 10:58

Looking South on Lexington From Longview





02.12.2004 11:15

Looking South on Glenwood West from Longview



02.12.2004 11:02

Looking South on Glenwood East from Longview





Looking South on Concord from Longview



02.12.2004 11:17

Looking North on Meadowbrook from Park





02.18.2004 11:39

Looking East on Morningside at parked cars





02.12.2004 11:18

Looking West on Park from Meadowbrook



02.12.2004 11:12

Looking North on Glenwood West form Morningside





02.12.2004 11:16

Looking East on Park form Morningside



02.12.2004 11:12

Looking East on Morningside from Glenwood West





Looking East on Longview from Glenwood West

02.12.2004 10:59





02.12.2004 11:00

Looking East on Longview from Concord

**CITY OF BLOOMINGTON  
ENGINEERING DEPARTMENT**

**RECOMMENDATION  
FOR  
Removal of Handicapped Parking in 500 Block of North  
Morton Street**

The Engineering Department received this request from Jack Davis, Parking Enforcement Manager who noted that the business that needed the Accessible Parking was no longer located in the building and therefore the parking could be restored to be available to the general public.

The Engineering Department is in support of this parking change and would like to see the parking spaces revert back to unrestricted time limit angle parking.

These changes are consistent to our efforts to accommodate the Downtown whenever possible to promote vibrancy of downtown businesses and ease the convenience and accessibility of parking in the downtown area.

In the upcoming months it should be noted that the need for restricted parking may become an issue as the development of additional residential development in the downtown increases. Many businesses have come to realize that while the increased residential development creates a busier downtown, it is also making available parking for customers scarce as they are competing against 24 hour a day parking of residences. Similar to Jeff Delaplanes request last month, he realized the need for his clients to park for his business, superseded the need for his tenants to have parking which was quickly becoming harder and harder to find.





Looking North on Morton at ADA parking spaces

02.18.2004 16:19



END  
CONSTRUCTION

MORTON DAY CENTER

Morton Day  
Center  
100 E. Morton Street

02.18.2004 15:53

Looking East across Morton at ADA parking spaces